

REMARKS

Favorable reconsideration of this application is respectfully requested in view of the following remarks.

The subject matter recited in dependent Claims 5 and 9 has been incorporated into independent Claims 2 and 8 respectively, and Claims 5 and 9 have been cancelled. Thus, the claims currently pending in this application are Claims 2-4, 6-8, 10 and 11, with Claims 2 and 8 being the only independent claims.

The sole issue raised in the Official Action involves the rejection of all claims on the basis of the disclosure contained in U.S. Patent No. 6,102,453 to *Cetnar* in view of the disclosure contained in published UK Patent Application No. 2 330 864 to *Fisher*. That rejection is respectfully traversed for at least the following reasons.

To more clearly highlight differences between the claimed door lock system at issue here and the disclosures contained in *Cetnar* and *Fisher*, independent Claims 2 and 8 have been amended to define the electric distribution plate that is electrically connected to the electric member and to define that the electric distribution plate, as well as the electric driving source, are disposed in the upper portion of the housing. With this construction, in the event water leaks into the housing, the water will tend to collect at the bottom of the housing. Thus, by positioning the electric driving source and the electric distribution plate in the upper portion of the housing, potential difficulties that might otherwise arise if the electric driving source and the electric distribution plate are disposed in the lower portion of the housing, are not as likely to occur.

Cetnar discloses several different versions of a vehicle door locking system. Each of the door locking systems is provided with several motors (e.g., the motors 144, 174 or the motors 342, 370) mounted at the housing part 120, 120' in the manner shown in, for example, Figs. 4 and 18. However *Cetnar* does not describe that the various vehicle door locking systems should be configured so that an electric distribution plate electrically connected to the motors is positioned at the upper portion of the housing part 120, 120' to avoid locating the electric distribution plate, as well as the electric driving source, at a location not as likely to be subjected to water that might collect in the housing. It appears, for example, that the electric distribution plate is actually located in the lower portion of the housing considering the disclosed location for the switch assemblies 368, 393 shown in Fig. 22. Also, *Fisher* clearly does not describe locating an electric distribution plate, which is electrically connected to the motor, in the claimed manner. It is thus submitted that the combined disclosures contained in *Cetnar* and *Fisher* would not have directed one to construct a door lock system in the manner recited in independent Claims 2 and 8.

It is thus submitted that independent Claims 2 and 8, as well as the various dependent claims, are patentably distinguishable over the combined disclosures contained in *Cetnar* and *Fisher*. Accordingly, withdrawal of the rejection of record and allowance of this application are respectfully requested.

Early and favorable action with respect to this application is respectfully requested.

Should any questions arise in connection with this application or should the Examiner believe that a telephone conference with the undersigned would be helpful in resolving any remaining issues pertaining to this application, the undersigned respectfully requests that he be contacted at the number indicated below.

Respectfully submitted,

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Attachment to Amendment dated December 6, 2002

Mark-up of Claims 2 and 8

2. (Twice Amended) A door lock system for a vehicle comprising:

a latch mechanism adapted to a vehicle door and latching the vehicle door to a vehicle body;

a link mechanism including an electric driving source, an electric distribution plate electrically connected to the electric driving source and a plurality of lever members for selectively locking and unlocking the latch mechanism;

a housing accommodating the latch mechanism, including the electric driving source and the electric distribution plate, and the link mechanism;

the electric driving source and the electric distribution plate being accommodated in an upper portion of the housing;

the housing including a first cover, a second cover and a main body having a first dish-shaped casing portion and a second dish-shaped casing portion, the first casing portion including an opening, closed by the first cover, at one side thereof, the second casing-portion connected to the first casing portion and perpendicular to each other, the second casing portion including an opening, closed by the second cover, at one side thereof, and

each of the lever members of the link mechanism being disposed within at least one of a) a first space defined between the first casing portion and the first cover and b) a second space defined between the second casing portion and the second cover.

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Mark-up of Claims 2 and 8

8. (Amended) A door-lock system for a vehicle comprising:

a housing comprised of a main body, a first cover and a second cover, the main body comprising a first casing portion and a second casing portion, the first casing portion having an open end closed by the first cover with a first space between the first cover and the first casing portion, the second casing portion having an open end closed by the second cover with a second space between the second cover and the second casing portion, the first and second casing portions being connected to each other and being oriented relative to one another such that the open end of the first casing portion and the open end of the second casing face in directions perpendicular to one another;

a latch mechanism adapted to latch a vehicle door to a vehicle body, the latch mechanism being accommodated in the housing; [and]

a link mechanism including an electric driving source, an electric distribution plate electrically connected to the electric driving source and a plurality of lever members for selectively locking and unlocking the latch mechanism, the link mechanism, including the electric driving source and the electric distribution plate, being accommodated in the housing, with each of the lever members being accommodated in either the first space or the second space; and

the electric driving source and the electric distribution plate being accommodated in an upper portion of the housing.